The Tasmanian (and later South Australian) torpedo boat TB 191, photographed at Princes Wharf in Hobart, Tasmania ca. 1890. James Hunter acquired this archival image as a result of his 2009 doctoral research. Photo courtesy of the Australian War Memorial.
**Flinders University Program in Maritime Archaeology 2009**

**Program Staff**
- Mark Staniforth – Associate Professor
- Jennifer McKinnon – Lecturer
- Emily Jateff – Contract Lecturer
- John Naumann – Technical Officer

**PhD Students**
- Claire Dappert
- James Hunter
- Jun Kimura
- Adam Paterson
- Debra Shefi

**Masters of Maritime Archaeology (MMA) Students**
- Shawn Arnold
- Samantha Bell
- Michael Bendon
- Britt Burton
- Karolyn Gauvin
- Matthew Hanks
- Kenny Keeping
- Zack King
- Darren Kipping
- Steven Lake
- Jeffrey Pardee
- Peter Ross
- Massimiliano Secci
- James Sprot
- David VanZandt

**Editors’ Note**

The 2009 school year continued to bring numerous opportunities for maritime archaeology students. In February, students participated in field school at Mount Dutton Bay where they were able to work alongside mid-career archaeologists who were participating in the Australian Leadership Awards Fellowship. The Masters students then began compiling their research which took them to various parts of the world. Michael Bendon continues to complete his research in Crete, Greece while Massimiliano Secci compares cultural heritage management between South Australia and his home country of Italy. David VanZandt continued his work with the Cleveland Underwater Explorers, Inc. in the United States of America. Shaun Arnold travelled with Jennifer McKinnon to help with her work in Saipan, and to continue researching his thesis. PhD candidate Jun Kimura continued his survey work on the Bach Dang River in Vietnam. Some masters students chose to stay locally, such as Peter Ross and Steven Lake who completed their research in South Australia. Britt Burton began her masters thesis research on a dry dock on the Murray River where she ran a week long excavation in December to try to unveil the construction of the dock.

In October, Vicki Richards and Jon Carpenter of the Western Australian Museum came to Flinders to teach a week long conservation field school. The department was also supported by South Australian Department of Environment and Heritage, who provided three different internships for masters’ students including Darren Kipping, Matthew Hanks and Kenny Keeping. The maritime archaeology students continued to make their presence known at conferences by attending, presenting papers, and submitting posters including the AIMA/ASHA conference in Launceston, Tasmania and the AAA conference held on campus at Flinders.

We look forward to field work and research opportunities for 2010, and hope that we can continue to have an international presence as we did in 2009.

*Samantha Bell, Denise Kuijlaars and Sarah Nahabedian  
FUMAN 2009 Editors*
2009 saw the introduction of a new publication in the form of the twice yearly Maritime Archaeology Program Update which was produced in collaboration with the Marketing and Communication Office (MACO). MAP publications also include the annual FUMAN (Flinders University Maritime Archaeology Newsletter) which is now being produced by MAP graduate students and the Maritime Archaeology Monographs Series (MAMS) which has now reached 19 issues.

Congratulations to Claire Dappert who completed and submitted her PhD thesis in May 2009. Her thesis achieved an excellent result (two A results = pass without amendments) and she graduated at the December 2009 graduation ceremony. Welcome to our two new PhD candidates Adam Paterson who is doing research public/community archaeology in Port Adelaide and Deb Shefi who is researching reburial and in-situ preservation conditions on sites in South Australia and Victoria.

Six Master of Maritime Archaeology (MMA) students completed in 2009. Congratulations to Zack King, Darren Kipping, Stephen Lake, Peter Ross, Massimiliano Secci and David Vanzandt for completing their theses and bringing the number of graduates to 50 since 2003 including 34 Master of Maritime Archaeology students. Peter Ross won both the Maritime Archaeology Staff Prize and the MMA Alumni Prize – congratulations to Peter.

The Maritime Archaeology Program at Flinders University was awarded funding in Round 3 of the ALA Fellowships program to bring 10 mid-career professionals involved in maritime archaeology from the Asia-Pacific region (from Sri Lanka, Thailand, Cambodia, Indonesia and the Philippines) to Australia for a six week intensive training program from mid January to March 2009. They undertook two 6 unit intensive topics (each of one week) and a 6 unit field school (two weeks) which form part of the Maritime Archaeology Program teaching. They also did a two week placement (internship) with a museum, underwater cultural heritage agency or related organisation.

Jennifer McKinnon ran the annual Field School in February 2009 at Mount Dutton Bay assisted by some of the MAP staff and PhD candidates such as John Naumann, Emily Jateff and James Hunter. It was a large Field School with the ten ALA Fellows in addition to 12 undergraduate and graduate students. Jennifer has also been active in her research in Saipan in the Federated States of Micronesia (FSM). She has a sabbatical in semester 1 of 2010 to complete her PhD dissertation at Florida State University.
2009 Mount Dutton Bay Field School: Getting Theory into Practice

As part of the Master of Maritime Archaeology program I had the pleasure and luck to participate at the Flinders University Field School in Mount Dutton Bay, South Australia from the 3 to 15 February 2009. I was fortunate enough to be a part of a group of almost 30 people who produced an archaeological survey on the Mount Dutton Bay historical-archaeological landscape. The group of people was composed of students from the Master course as well as mid-career practitioners coming from South-Asia for the Australian Leadership Award (ALA) program. Many archaeologists and museum curators from countries such as Sri Lanka, Philippines, Indonesia, Thailand, Cambodia and Vietnam actively participated as part of the teams together with students.

“The opportunity to manage the archaeological work in collaboration with your own team, with a ‘hands on’ or ‘problem-solving’ philosophy, stimulated initiative and enthusiasm.”

The two weeks Field School was organized as a professional archaeological survey. One scenario contemplated the will of the City Council to demolish the outer portion of the Jetty, consequently changing the archaeological landscape of the small bay, which included a Historic Woolshed, a Historic Jetty and the wreck of an oyster cutter, the Caprice. Another scenario was to survey the area and subsequently assess the impact of the demolition on the historical-archaeological landscape. The two weeks fieldwork were consequently subdivided into Jetty underwater, above water and on land survey, and Caprice shipwreck survey.

During the two week Field School, participants had the opportunity to work with professional equipment such as the water dredge, the underwater metal-detector and a Total Station supplied by the Department of Archaeology at Flinders University. This in the author’s belief has been a great opportunity for people who had no experience with such tools.

I would like to conclude with a series of personal observation on my experience in the Field School. I had never participated in a Field School or fieldwork before and I was surprised with the positive whilst professional atmosphere that such a multicolored group of people with a common interest had created. The two weeks were actually trying, but difficulties, tiredness and hard work were not, after all, that hard to cope with. The occasion to work with mid-career practitioners was interesting as they gave good suggestions and support. To conclude, I would like to thank everyone who participated to the 2009 Mount Dutton Bay Field School for their enthusiasm and commitment and for the passion they have transmitted me.

Massimiliano Secci, MMA graduate
2009 Field School – An Undergraduate Perspective

The 2009 maritime archaeology field school started off by meeting the ALA international maritime enthusiasts, who were included amongst the postgraduate majority. Dive teams had to battle heat waves, language barriers, blue ringed octopuses and the notorious extra stinging jelly fish; it included many aspects of adventure as well as many more aspects of written work to go along with it. By the end of the school, and after infinite jetty sight surveys, the separate dive groups had come together and became one solid team.

Mt. Dutton Bay, under the watchful eye of Mt. Dutton itself, had set the scene of our new home, our new escapade, our eagerness to work, learn and to have fun, and eventually our new found hate of a certain jetty. We not only focused on the Mt. Dutton bay jetty excessively, as we also included the historic structures, of which we lived in, and Caprice, a sunken vessel very close to the jetty and home to the beloved blue ringed octopus.

However, the field school wasn’t all about work, we enjoyed each others’ cultural food, company and conversations around the camp fire. We benefited from a field trip to Port Lincoln where a coffee, or a cool drink was allowed, an afternoon of jetty jumping was to my liking, and for those over achievers a visit to the maritime museum was possible, it includes a very interesting collection of different boats, archives and local knowledge, a must see.

After all of this I learned many things about maritime archaeology, like how to apply maritime archaeological skills such as communicating underwater, I improved in report writing, I learned how to sketch underwater efficiently, but the most important lesson was learning that I loved it.

Jenni Milochis, MAP Undergraduate

The US-China Trade: Capitalism, Consumption and Consumer Identity

PhD Thesis Abstract

Since the fifteenth century the rise of capitalism and the expansion of global trade networks have ensured that a wide range of consumer goods has become available to people from all walks of life. Paralleling these developments, our attitudes and beliefs about consumer goods have also changed: goods that were once considered luxuries have become commonplace in domestic households. This study celebrates the diversity of this material culture and the variety of symbolic meanings people attach to it. The US – China trade, as a facet of the Spice Trade, is inextricably linked to the development of capitalism and long-distance shipping that ensured the movement of consumer goods to markets around the world. Inevitably, many of these ships sank and archaeologically their cargoes and the artifacts associated with their crew provide an opportunity to glimpse the development of our modern world. This thesis uses the shipwreck Frolic (1850) as a case study to discuss how those involved in, and those who were supplied through, this trade used a range of consumer goods to construct distinct identities for themselves and those around them. This study also draws on a wide variety of source material, including material culture (museum collections and archaeological assemblages), images and documentary sources (courtesy literature and newspapers) to paint a broader picture of the US – China trade and consumer society than any one source is capable of doing itself. This study ultimately argues that the range in consumer goods associated with the late eighteenth- and early nineteenth-century US – China trade is symptomatic of the increasing complexity of consumer markets able to facilitate the establishment and maintenance of a wide array of consumer identities, necessary under the many new social, economic and ideological relationships constructed under capitalism.

Claire P. Dappert, PhD Graduate
An international conference Of Ships and Men was held at the Institute of Archaeology of the Chinese Academy of Social Sciences (CASS) in Beijing in November 2009. The conference was one of rare opportunities to discuss maritime archaeology, maritime history, and ethnographical boat study in the Asian theme. The conference was conjunctively organised by the Ecole française d'Extrême-Orient, the Centre national de la Recherche scientifique (EFEO), CASS and the Chinese National Institute of Underwater Archaeology. 30 delegates from China, Taiwan, Korea, Japan, Singapore, France, Denmark, Holland, the U.K., the U.S., and Australia presented papers about the most recent result of their research in the sessions including “Maritime history and archaeology: definitions, problems, methods”, “Marine and riverine nautical archaeology: textual and iconographical sources”, “Ships cargoes and exchange across seas and inland waterways”, and “Anthropology of maritime populations: techniques and cultures”. The second part of the conference was held at Howard Johnson Plaza Hotel in Ningbo, supported by the Ningbo Institute of Cultural Relics and Archaeology and Ningbo Underwater Archaeology Base of National Museum of China. Recent excavation of the Song/Dynasty shipwrecks discovered offshore Yangjian known as the Nanhai No.1 shipwreck and discovered in Paracel Spratly Islands (Xisha Islands) known as the Huaguang Shipwreck was reported.

Jun Kimura, PhD Candidate

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Hunting Torpedo Boat Stations

In April 2009, James Hunter was awarded a Flinders University Research Budget Project Travel Grant through the Faculty of Education, Humanities, Law and Theology. This award enabled him to travel extensively throughout Australia during the year to conduct archival and archaeological field research associated with his doctoral thesis, which explores elements of frontier adaptation within Australasia’s torpedo boat squadrons between 1884 and 1924. James visited archives, libraries, government agencies and—where available—archaeological sites in and around the cities of Melbourne, Hobart, Sydney and Brisbane. His research trip to the latter in November was particularly fruitful, as it resulted in the rediscovery and identification of HMQS Mosquito, a British-built torpedo boat purchased...
by Queensland’s colonial government in 1883 and in active service until decommissioned and discarded in a tributary of the Brisbane River in 1913.

Mosquito’s rediscovery prompted heritage management and museum officials within the Queensland government to declare the site a protected heritage property, and actively pursue future excavation and recovery of elements of the vessel’s surviving hull, as well as associated artefacts. James has submitted an article detailing the results of his site survey to the International Journal of Nautical Archaeology for publication. A news brief detailing Mosquito’s discovery was featured in the most recent issue of the Australasian Institute for Maritime Archaeology Newsletter and may be accessed online at http://aima.iinet.net.au/frames/aimavtframe.html.

Results of a component of James’ field research in New Zealand in November 2008 were recently published in the Bulletin of the Australasian Institute for Maritime Archaeology. The article, entitled “The archaeology of military mismanagement: an example from New Zealand’s colonial torpedo boat defences, 1884-1900” reveals archival and archaeological evidence of poor planning, mismanagement and neglect at the colonial torpedo boat facility in operation near Lyttelton, New Zealand between 1884 and 1900. In concluding that these shortcomings stemmed from the hasty creation of a quasi-independent naval force with limited funding, resources, training and support, the article addresses the broader theme of frontier adaptation—or failure to adapt—that features prominently in James’ thesis.

Currently, James is making preparations to conduct limited archaeological investigations at the site of Port Adelaide’s former torpedo station, located at the confluence of the Port River and North Arm. The torpedo station was constructed during the latter half of the 1880s, and decommissioned and dismantled around 1917. The general aims of the proposed test excavations will be to investigate the integrity and extent of archaeological deposits and structures associated with the torpedo station site, and compare the design, composition and construction attributes of its structural features with those of other torpedo stations throughout Australasia and the United Kingdom. The excavation is expected to take place during the mid-semester break between 12 and 23 April, and volunteers are welcome. Please register your interest by sending an email to james.hunter@flinders.edu.au.

James Hunter, PhD Candidate
In Situ Conservation Research

Debra began her Ph.D. candidature in June 2009. Since then, her time has been spent preparing for her field research, which will commence in April 2010. Her doctoral thesis seeks to investigate whether or not it is possible to accelerate the development of, and then maintain, an anaerobic environment on a shipwreck site by changing the sediment particle size at the initial reburial phase. Specifically, this study will look to see if adding finer, more compact sediment in prior to backfilling will increase the rate at which the anaerobic environment develops.

The project requires the placement of four 2 m x 2 m x 1 m deep test units to be placed on site using an experimental excavation box, each unit to be filled with different sediment types, and then sediment core samples to be taken ex situ and analysed in a laboratory every quarter for two years.

In order to prepare for this research, the last year has been spent organising the logistics and equipment for the project. As this is experimental archaeology, the equipment required for the project needed to be designed, fabricated, organized, and trialled prior to beginning the project. During the last quarter of 2009, the first prototype of the excavation box was created using four polyvinyl chloride (PVC) panels. The first box was 50 cm x 50 cm x 50 cm deep and held together with stainless steel brackets. Conceptually, the box will allow archaeologists to excavate a shipwreck site in a controlled manner, without having the sides of the excavation unit collapse underwater. This works by removing the sediment from within the box via dredge; thus sinking the box into the surrounding sediment. In order to trial this, an air lift was used to extract sand from within the 50 cm cubic box as divers hammered on the corners of the box to help vibrate the panels into the sediment. The prototype proved successful, and thus a 2 m x 2 m x 1 m deep excavation box was constructed. The original design called for four panels of PVC held together with stainless steel brackets, but due to budget restrictions, the box is 50% PVC and 50% marine-grade plywood. The plywood offsets the heaviness of the PVC underwater, thus making the box easier to manoeuvre underwater.

Also during the last quarter of 2009, Debra Shefi and Mark Staniforth, were awarded two large internal research grants to purchase an underwater microsensor meter, the first of its kind in South Australia. This piece of equipment can provide archaeologists with the means to assess how the marine sediments and micro-organisms interrelate within the shipwreck environment, which will allow archaeologists to determine how to best adapt the natural environment to conserve the cultural environment.

Debra Shefi, PhD Candidate
Public Archaeology (In Port Adelaide) Rules!

As you might have guessed I am doing a public archaeology project in maritime archaeology – although not the underwater kind – in Port Adelaide. Like my title? I can’t claim it as my own; thanks go to Sam Bell for that one. The title does, however, fit well with the way I am feeling about public archaeology at the moment. Almost one year into my PhD candidature with my literature review and research design written, re-written and being written again, I am now ready to go out and actually do some public archaeology.

While at times it has felt like I have been chained to a desk and weighed down by piles of books and journal articles, on reflection the past year has been a good one. I have even managed to do a small amount of field work during that time, including an excavation of the former South Australian Yacht Squadron caretakers cottage at Birkenhead. Thanks to all of the ARCH 2201 field methods students who helped with the excavation I hope it was a valuable experience. I was also lucky enough to volunteer for Britt Burton’s excavation at the Mannum Dry Dock in December. Catered accommodation on a heritage paddle steamer, with the ‘Mighty Murray’ River for swimming after a long HOT days work; there’s no other way to do archaeology really. The ASHA/AIMA conference in Launceston was another highlight, and I gladly used the opportunity to visit Heritage Tasmania and fit in some research for my PhD.

Looking forward its going to be a pretty big year with several excavations planned in Port Adelaide, and lots of public archaeology – please feel free to contact me if you are interested or would like to be involved in the excavations or public archaeology activities. My email address is adam.paterson@flinders.edu.au.

Adam Paterson, PhD Candidate

Submerged World War II Vessels in Crete

I am an Australian archaeologist working with Dr Elpida Hadjidaki on the Classical/Hellenistic site of Phalasarna in Western Crete. As a topic for my Masters thesis through Flinders (Ms Emily Jateff as supervisor) I have been researching a wreck close by. Although well-known to the local population no attempt has, until now, been made to positively identify this vessel and place it within its quite significant, historical framework. Through archival research and the collection of anecdotal testimony, I have tentatively identified this vessel as one that has been listed as lost since June 1941. The British landing craft was apparently carrying both New Zealand and Australian troops along with the crew, the majority of who were subsequently taken prisoner by the German forces.

I am continuing my research into this vessel for the thesis, along with investigation into its sister craft, dispatched at the same time, and into the Luftwaffe aircraft involved in the sinking event. At present, I have a location for the aircraft remains at an accessible depth and some hints to the position of the other LCT (landing craft tank). The latter though will require a detailed search to be undertaken, as its remains likely lie in deeper water. All on-site research is of a non-disturbance nature thus far. For any further information please contact Dr Michael James Bendon at cheersmichael@hotmail.com.

Michael Bendon, MMA Student

“Nothing is known of the fate of ... tank landing craft A.6 and A.20, and it is presumed that they were sunk by enemy air action on passage” (LONDON GAZETTE 24/5/48, p.3118.38)
A database is a useful instrument to store and share information and contributes to develop a regional cooperation in both archaeological research and underwater cultural heritage management. Jun Kimura, who is a PhD candidate in MAP, is currently developing a database regarding Asian ship remains dated back to the medieval and post medieval period as part of his research. As it's represented by the current states of Thailand, Korea, and China, some achievements in maritime/underwater archaeology in East and Southeast Asia occurred in the last two decades. Of maritime archaeological study, however, there is not a relevant instrument to access to the data of the shipwreck and ship remains produced by the local experts. Considering the past achievements in the regions, nowadays it becomes more meaningful to develop an accessible platform to share the result of study about historic ships and underwater archaeological work achieved in Asia within the region and with the rest of the world. The project is supported by the Toyota Foundation. A number of regional organizations and leading organizations are involved in this project. The database is available through access to the web-site: http://www.shipwreckasia.org/.

Jun Kimura, PhD Candidate

A Systematic Method for the Identification of Historic Era Shipwrecks

Abstract

This thesis will develop a systematic method for the identification of historic era shipwrecks based on traditional forensic science techniques. These traditional techniques are used in the identification of human remains when the application of advanced forensic techniques, such as DNA analysis, is not possible or practical.

The thesis will also demonstrate that developed method adheres to the principles of the scientific method and can be easily applied to the shipwreck identification process. The application of the method is illustrated in four case studies of shipwreck identification.

The identification of a shipwreck allows it to be placed in the overall marine landscape, or mariscape, and to synergistically make a contribution to the historical perspective instead of being just an isolated island of archaeological and historical data unto itself.

David M. VanZandt, MMA Graduate
Project in Vietnam: historic battle site associated to the 13th century Yuan/Mongolian invasion

Since 2008, MAP has been involved in a conjunctive project with the Institute of Nautical Archaeology, Flinders University and the Vietnam Institute of Archaeology at the site related to the battles of the 13th centuries on the Bach Dang River between the Dai Viet and the Yuna Mongolian Empire. The site is located in a tidal estuary close to the river’s mouth on Ha Long Bay, which is one of the UNESCO World Heritage. This maritime archaeological project aims at discovering the remains of the Yuna Mongolian naval fleet lost during the battles by Vietnamese tactics using wooden stakes as trap. The 2009 season survey was supported by the National Geographic Society/Waitt Grants Program. The purpose of the survey was the reconstruction of the maritime cultural landscape of the battle filed, focusing on clarifying the distribution pattern of those stakes driven into the past riverbed. One stake-yard was partly excavated for the detailed assessment of the site. Remote sensing survey plans to be conducted in 2010 and 2011. The result of the 2009 was reported in the Indo-Pacific Prehistory Association congress in Hanoi in December 2009.

Jun Kimura, PhD Candidate

Save a Grand Old Dame: Preliminary Investigations into the Construction and Conservation of the Randell Dry Dock at Mannum, South Australia.

This report is part of an ongoing conservation and management project for the Randell Dry Dock: a culturally significant site of considerable importance to the South Australian township of Mannum and River Murray history.

Built for A.H. Landseer, a shipping customs and commission agent in Milang, the timber dock was originally constructed as a floating dry dock for use on Lake Alexandrina. A floating dock is a structure that can be submerged to permit the entry and docking of a ship and then raised to lift the ship from the water for repairs. The dock was built of red gum and contains framing and has two layers of planking very similar to the structure of a wooden vessel. Historical sources assert that the original length of the dock was 144ft long, 40ft wide, 9ft deep and was estimated to carry 1000 tons.
Save a Grand Old Dame, cont.

The dock was deemed a failure due to the limited water depth in the lake and was sold soon after to Captain William Richard Randell (a prominent figure in pioneer river navigation and steamboats). Using the *PS Nil Desperandum* to tow the dock up to Mannum, he converted it into a dry dock. Problems began when the dock kept trying to float and it leaked considerably so the dock went largely unused until major repairs occurred in 1880 and again in 1906. Over its 47 year commercial life, it is understood that about half of the steamers on the Murray and Darling rivers spent some time in the dock. Its last commercial use was repairing the *PS Marion* in 1927 and was officially closed with the introduction of a new slip at Morgan.

Referred to as “the largest floating dock ever built in the Southern Hemisphere”, the Randell Dry Dock is the only facility of its kind on the Murray and Darling River system. Listed on the South Australian State Heritage Register and the Register of the National Estate, the dock is the only surviving example in Australia and one of only a handful existing internationally. It is extremely significant on local, state and national levels as well as being able to provide information on the construction and evolution of timber dry docks, which is virtually non-existent. Initial site and GPR surveys by the Flinders University Maritime Archaeology Department in June and October last year revealed a number of structural oddities which were further investigated during a series of small excavations in mid December 2009.

An assessment by Adelaide conservationists at ArtLab has revealed that the dock is in poor condition and is continuing to deteriorate due to severe weathering and increasingly low levels of water in the Murray River. If no conservation strategy is put in place, the dock may have just ten to fifteen years before it completely deteriorates. In conjunction with the Mannum Dock Museum, further research into the construction of the vessel will be undertaken by the Maritime Archaeology team and comparisons made with other wooden dry docks from around the world. With a goal to see the dock on the National Heritage Register, it is important that a solution is found quickly to ensure the longevity of this vitally important piece of Murray River and South Australian heritage.
Abstract

In February, 2009, thirteen fishers’ boatsheds were demolished and removed from a rocky peninsula, nicknamed the ‘island’, located at Second Valley, South Australia. In recent decades maritime archaeology has branched out from traditional Studies of shipwrecks and shipwreck related materials and has been exploring the potential of other sites which can add to the maritime archaeological record. The fishers’ boatsheds investigated in this thesis continue with this direction.

Constructed in the 1950s and 1960s, the Second Valley sheds gradually declined throughout the second half of the twentieth century. Research into the boatsheds has offered an opportunity to explore the human behaviours related to the use-life of recreational fishing sheds. Through examining this use-life and associated economic, technological, and social issues, a clearer picture of human behaviours can be established. The resulting outcome of this study has been to identify vandalism, maintenance issues, modern health and safety regulations, the impact of new generations of users and government fisheries acts as causes behind the final demolition. By investigating a recreational maritime infrastructure site this study not Only considers the life cycle of such infrastructure, but it also seeks to emphasise the importance of the presently growing ‘discard and abandonment’ theme in maritime archaeological studies.

An Internship with DEH

As a university student, I have worked under the supervision of numerous archaeology professors witnessing and learning the intricacies of the academic profession, thus developing an understanding of what it takes to succeed as a scholar. Knowing state and federal governments also employ a sizeable percentage of maritime archaeologists, I was curious as to what government jobs entail. During the 2009 - 2010 summer holiday, my questions were answered by means of an internship.

I was given the opportunity to work hand-in-hand with the Maritime Heritage Branch of the South Australian Department of Environment and Heritage (DEH) for nearly two months. Amer Khan, the Maritime Heritage Officer, is a graduate of the Flinders’ Master of Maritime Archaeology Program (MAP) and served as my internship supervisor. I also worked closely with David Nutley and Shane Holland on various projects. I had been told government work is tough. I quickly learned that “tough” was an understatement.

While working out of the Netley office I was assigned various duties and projects. One project consisted of compiling a plant register that provided easy access to the maintenance schedules, registration expiry dates, SOPs, risk assessments, as well as the make, model, and serial numbers of all Maritime Heritage Branch assets. Since the Maritime Archaeology Program has a healthy, symbiotic
relationship with DEH, I learned how to operate many of the assets that MAP may borrow on field schools or research projects.

The Netley office also holds artefacts recovered from shipwrecks along the South Australian coast. One of my tasks was to rearrange, organize, and photograph the artefacts. In addition, I was entrusted with the responsibility of contacting interested museums and other entities about the transfer of artefact custody; ensuring the paperwork was filled out and appropriate signatures were obtained. I was also charged with contacting prior state Historic Shipwreck Inspectors to update contact details and determine if he or she desired to continue serving. Correct information is integral to the success of the program, as regular training is necessary. Inspectors are also often transferred, therefore knowing an Inspector’s current work region aids in maintaining the distribution of Historic Shipwreck Inspectors across South Australia. My other tasks included assembling a bound occupational dive log for use on projects, creating an index of thousands of digitized photographs, running errands with the Maritime Heritage crew, and miscellaneous duties around the office.

Although my internship is complete, the experience gained and relationships built have allowed me to continue to work with DEH. Deb Shefi, a maritime archaeology doctoral candidate at Flinders University, is currently working on a project in conjunction with the Department of Environment and Heritage. My involvement with the university and the Maritime Heritage Branch of DEH has allowed me to participate in the exciting research efforts and experimental archaeology from the very beginning. I have also been invited to join the team onboard vessels when trialling new equipment and help out during busy times at the office.

Needless to say, work on the government level is hectic. Responsibilities, meetings, and barrages of e-mails and phone calls leave little time for fieldwork. However, at the end of the day, a hard day’s work removes artefacts from storage and places them on display for the public to see, creates an electronic database for the education of others, and oversees the establishment of guidelines to protect underwater cultural heritage. Thanks to Amer, Shane, David, and DEH I am now enlightened to the rigorous challenges and rewards of government work.

Matthew Hanks, MMA Student

Maritime Master Classes

The Department of Archaeology regularly offers a range of extra-curricular professional development classes aimed at both students and professionals working in archaeology and heritage management. The Department of Archaeology initiated Master Classes to create the opportunity for students to gain introductory knowledge on a wide range of specialist and generalist skills, while enrolled in a graduate program within the Department of Archaeology. Participation in master classes allows MMA students to extend their knowledge beyond the boundaries of the traditional course structure.
Always popular was the **master class in artefact illustration**. The purpose of the course was to familiarise students with the techniques necessary to produce publication-quality artefact drawings. Class participants were provided a brief introductory lecture, and then given the opportunity to produce scaled pencil sketches and ink illustrations from a selection of artefacts recovered from local archaeological sites.

In late spring (once the weather warmed up) Flinders offered a two-day **master class in underwater photography**. The first day of class was a practical demonstration in still and video camera use and care, as well as basic techniques in photography and videography. Students were then given the opportunity to conduct in-water use of underwater still and video cameras at the Port Noarlunga Jetty during the second day. Saturday’s field session was open to snorkelers as well as scuba divers, and the Friday practical included students with both terrestrial and maritime archaeology backgrounds.

*Emily Jateff, MAP Lecturer*

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**Ngarrindjeri Fish Traps of the Lower Murray Lakes and Northern Coorong Estuary, South Australia**

**Abstract**

Fish traps are built stone alignments, often occupying an area of several hundred meters, with a superstructure of wood, mud, or piled stones, designed to catch fish by relying on fluctuations in water level, usually through tidal influences. The use of fish traps in Ngarrindjeri ruwe (country) have been recorded ethnographically, but no eye witness accounts of fish traps in use were recorded. Neither have definitive site locations been established. In spite of this, the maintenance of fish traps in the study area was used as a component to argue for late Holocene socio-economic intensification in the study area, yet no archaeological studies were conducted specifically addressing the locations, typologies, or the part fish traps may have played in Ngarrindjeri resource procurement strategies.

This thesis investigates previously inundated and recently exposed stone alignments in the study area to assesses whether they were used as Ngarrindjeri fish traps prior to or after colonization, and identifies the type of fish traps normally used in the Coorong Estuary and lower Murray Lakes. It considers geological formations that may have been used as fish traps and fortuitously located in areas where fish congregate. It also attempts to identify fish trap sites that used natural stone formations, possibly with organic superstructures (as opposed to built stone features) in their constructions, and that have subsequently deteriorated to such an extent as to leave little in the way of an archaeological signature.
In spite of ethnographic and historical accounts, archaeological research indicates that fish traps in the study area were used occasionally in locations where geological formations created natural traps for fish, and that fish traps did not constitute a primary resource procurement technology for the Ngarrindjeri. Natural resources in the study area offered an abundance of various foods. This, combined with fish netting and spearing may account for the lack of reliance on fish traps.

Peter Ross, MMA Student
Winner of the 2009 MA Staff Prize
and 2009 Master of MA Alumni Prize

Underwater Cultural Heritage Management and its effectiveness in building public awareness: two Case Studies – Italy and Australia

Abstract

The efforts towards a promotion of public awareness on issues related to the protection and preservation of underwater cultural heritage (UCH) have been acquiring – over the last ten to twenty years – increasing attention by practitioners in accordance to and under the stimulus of international conventions and recommendations. For this promotion to be effective, it is extremely necessary a well-established and functional management framework as well as an intensive program with a specific and proactive focus on public interpretation of UCH. In this optic, Italian and Australian management frameworks and programs are examined in a comparative study so as to ascertain if they result effective in enhancing public awareness and people concern on issues of and reasons for the protection of UCH. This objective will be attained through the examination of management framework and public interpretation experiences produced by the two country’s maritime archaeology programs, the examination will be supported by a qualitative questionnaire survey of the predominant figures within the management framework for acquisition of first-hand data.

The study argues that for a management program to be effective it is necessary a strong and cooperative effort of all the subjects involved and an intensive and direct focus on public awareness rising. The results indicate that, despite some lacks in management framework and diverse experiences in the field of public interpretation, the two countries of Italy and Australia have a great potential for development and that to some extent such developments are already underway.

The author is under process of publishing his Master Thesis within the Maritime Archaeology Monograph Series (MAMS) with Flinders University and as a monograph with LAP LAMBERT Academic Publishing, a German publishing house, which will be soon available through amazon.com.

Massimiliano Secci, MMA Graduate
British Merchant Sailors - Identity on board a 19th century merchant vessel Zanoni

Abstract

On the 11th of February 1867, the composite merchant sailing vessel Zanoni floundered off the coast of Ardrosson in Gulf St. Vincent, South Australia. Through historical research and archaeological excavations in 1986 and 1987, it has been discovered that all personal articles and commercial materials were left on board due to the swiftness of the sinking. This has allowed for a rare archaeological opportunity to study the artefact assemblage in accordance with a specific culture or group identification, that being the merchant sailor. Twenty years on from the excavations, the purpose of this thesis is to interpret the artefacts directly within a dynamic identity theory, not as an indirect result of a larger shipwreck investigation.

The research in this thesis will build upon a somewhat small body of archaeological work that exists on merchant sailors of the nineteenth century. Using site formation processes and the material culture theory praxis (Shanks and Tilley, 1987), ceramics excavated from the Zanoni site will be interpreted to provide archaeological evidence of British identity. Furthermore, the ceramics’ shape, design and purpose will be interpreted to express an identity of commonality forced upon the sailors by the owners.

Darren Kipping, MMA Graduate

CLUE 2009 Field Season

Director of the Cleveland Underwater Explorers, Inc. (CLUE) and Flinders MMA graduate David M. VanZandt completed another very successful field season in 2009 discovering and documenting new shipwrecks in Lake Erie assisting in several on going surveys, and performing various public outreach activities and presentations.

Three new shipwreck discoveries included a mostly-buried wooden tug boat, a wooden barge, and a wooden construction platform. In addition, plans are being made to announce two other wrecks found in previous years.

Tom Kowalczk of CLUE assisted Texas A&M student Brad Kruger and Great Lakes Historical Society (GLHS) archaeologist Carrie Sowden with the continuation of the archaeological survey of the Anthony Wayne. This 1850 sidewheel steamboat was discovered by CLUE in 2006 and underwent a pre-disturbance archaeological survey in 2008. This year the wreck site was partially excavated, exposing the unique early-era
horizontal crosshead steam engine. The engine was re-buried at the end of the season to protect the site.

Tom also performed a magnetometer survey of the War of 1812 battle site in Lake Erie. This site is where Commodore Perry engaged the British fleet west of Put-in-Bay, Ohio. This battle was a turning point for United States forces in the Great Lakes during this war, and it has never been fully investigated. Many potential targets were identified, and several were dived and investigated. None of the dived target sites proved to be from the battle, but further investigations will continue in the 2010 field season. This survey was performed as part of CLUE’s assistance to GLHS in their grant from the National Park Service's American Battlefield Protection Program.

As part of CLUE’s public outreach activities, Jim Paskert continued to give talks at various library branches to support “Shipwreck Camp: 2009,” a children’s summer camp dedicated to the study of shipwrecks. This summer camp has been given in Cleveland for the past two years and is presented by the Cuyahoga County Public Library, Case Western Reserve University, and the Ohio Department of Natural Resources. Jim, Tom, and Kevin Magee also gave seminars at the Maritime Archaeological Survey Team (MAST) annual nautical archaeology workshops in spring, 2009. Jim and Tom gave a seminar about archival research, and Kevin gave a seminar on wooden ship construction.

David VanZandt presented a paper at the Society for Historical Archaeology (SHA) conference in Jacksonville, Florida, on January 9, 2010, on the schooner Riverside, an 1893 shipwreck discovered by CLUE in 2007. This paper was also submitted to SHA for publication. Kevin gave talks about the Riverside at ScubaFest in Columbus, Ohio, on March 21-22 and Shipwrecks & Scuba in Sandusky, Ohio, on November 21. Other talks were given at various local scuba clubs throughout the year.

CLUE looks forward to another exciting season in 2010 documenting the Great Lakes’ wealth of underwater cultural heritage. For additional information please visit their website at: [http://www.clueshipwrecks.org](http://www.clueshipwrecks.org)

David VanZandt, MMA Graduate
Published Works 2009

Mark Staniforth


Jennifer McKinnon

Richards, V. and McKinnon, J. (eds) 2010. In Situ Conservation of Cultural Heritage: Public, Professionals and Preservation. PAST Foundation, Columbus, OH.

James Hunter


Jun Kimura


Kimura, J 2009 ‘Issues of protection and management of domestic underwater sites as cultural heritage’ The Collection of Treaties for 30th anniversary of the Department of Archaeology, Tokai University, Tokyo, Rokuichi Shobo.


Debra Shefi


Theses Completed – PhD

Clare Dappert “The US-China Trade: Capitalism, Consumption and Consumer Identity”

Kenny Keeping “Ballast: An Archaeology Perspective”

Zach King “Watercrafting: A Maritime Archaeological Analysis of Three Australia Indigenous Canoes”

Darren Kipping “British Merchant Sailors – Identity on Board a 19th Century Merchant Vessel Zanoni”

Steven Lake “Construction to Demolition: An Archaeological Investigation Into the Life Cycle of the Second Valley Boatseds”

Peter Ross “Ngarrindjeri Fish Traps of the Lower Murray Lakes and Northern Coorong Estuary, South Australia”

Massimiliano Secchi “Underwater Cultural Heritage Management and its Effectiveness in Building Public Awareness; Two Case Studies – Italy and Australia”

David Van Zandt “A Systematic Method for the Identification of Historic Era Shipwrecks”

Theses Completed – Master of Maritime Archaeology

FUMAN 2009
Agency, Industry & Volunteer Associations

- Society for Underwater Historical Research
- Heritage Victoria Maritime Heritage Unit
- Australian Government Australian Leadership Awards (ALA)
- Western Australian Maritime Museum
- Northern Territory Heritage Office
- New South Wales Heritage Branch
- South Australian Department of Environment and Heritage
- Cleveland Underwater Explorers Inc.
- The Toyota Foundation
- Shipwreck ASIA
- National Park Service Battlefield Protection Program
- Commonwealth of the Northern Marianas Islands